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MESSAGE

FROM THE

PRESIDENT of the UNITED STATES,

(Feb. 27, 1801.)

TRANSMITTING

A REPORT

FROM THE

Secretary of State,

WITH SUNDRY

DOCUMENTS

Relative to the ſubject of the reſolution of the 24th inſtant.

27th February, 1801,

ORDERED TO LIE ON THE TABLE.

Publiſhed by order of the Houſe of Repreſentatives.

c. 129.264

MESSAGE.

Gentlemen of the Houſe of Repreſentatives,

I TRANSMIT you a report of the Secretary of State, with ſundry documents relative to the ſubject of your reſolution of the 24th inſtant.

JOHN ADAMS.

UNITED STATES,
Feb. 27, 1801.

DEPARTMENT of STATE,
February 27th, 1801.

SIR,

THE order of the Houſe of Repreſentatives of the 24th of this month, requeſting an account of the depredations committed on the commerce of the United States by veſſels of Great-Britain, of which complaint has been made to the government, having been referred to this department, I have the honor to tranſmit herewith an abſtract of ſuch caſes as have been complained of ſince the commencement of the year 1800.

The order of the Houſe having fixed no period at which the account it requeſts is to commence, I have, from a conſideration of the ſhort ſpace for which the preſent ſeſſion can continue, thought it compatible with their view, to limit the abſtract to the time above mentioned.

From various reaſons it is to be preſumed that many captures have been made, of which no complaint has been forwarded to the government. Under this impreſſion and for the purpoſe of giving a comprehenſive view of the ſubject, I have thought it not improper to annex to the abſtract ſeveral extracts of letters from our conſuls, and alſo an extract of a letter from the Preſident of the Chamber of Commerce at Philadelphia, to the Secretary of the Navy.

I will alſo take the liberty to obſerve, that neither the communications from our miniſter at London, nor my converſations with the chargé d'affaires of his Britannic Majeſty in the United States, would lead to an opinion that any additional orders have been

lately given by the Britiſh government, authorizing the ſyſtem of depredation alluded to in the letter from Mr. Fitzſimmons.

I am Sir, with every ſentiment of the moſt entire reſpect,

Your obedient ſervant,

J. MARSHALL.

The Preſident of the United States.

DEPARTMENT of STATE,

February 27, 1801

SIR,

IN my report of this day to the Preſident, on the ſubject of Britiſh captures, and which he will have tranſmitted to Congreſs, it was accidentally omitted to inſert the caſe of the brigantine Ruby, capt. Wrigley, belonging to Mr. Ambroſe Vaſſe, of Philadelphia. This veſſel proceeding for Port-au-Prince, with a cargo conſiſting of American produce and ſome German goods, was lately captured by the Britiſh ſhip of war Tiſiphone and carried to Jamaica, where, the owner informs me, both veſſel and cargo were condemned as enemy's property.

I therefore requeſt that the Houſe will conſider this letter as an appendage to my report above alluded to.

I have the honor to be,
With great reſpect, Sir,
Your moſt obedient ſervant,

J. MARSHALL.

The hon. the SPEAKER of the Houſe of Repreſentatives.

Extract of a letter from William Savage, agent of the United States, at Kingston, (Jamaica) dated June 5th 1800, *to the Secretary of State.*

"A number of American seamen in distress have lately been landed from prizes and ships of war who have been relieved by me; as all American vessels met with either going to or coming from Curaco, Hispaniola, or South-America, are brought in here for adjudication, and in all cases of acquital the captors appeal, which I understand prevents any action being commenced for damages.

"I am, &c."

Extract of a letter from John Gavino, consul of the United States, at Gibralter, dated 19th Nov. 1800—*to the Secretary of State.*

"THE Venus of New-York, Fairchild, from Naples for Malaga, was immediately liberated.

"The Susannah, Spencer, of Charleston, South-Carolina, with a cargo of Sugar from said port for Cadiz, brought from Lisbon where she had been detained upwards of four months for a breach of blockade, attempting to enter Cadiz after warning by Lamouach privateer, Blair, commander, who next day took her. She, prior to the Lamouach's first boarding her, was examined by another English privateer, who said nothing of the blockade to Spencer; so that he continued for the port to enquire of the ships of war, having doubts of the veracity of Blair's intimation. She was tried here whilst at Lisbon, without even the captain being present; I claimed ship and cargo as consul and protested the proceedings—she is since arrived here and condemned, ship and cargo, without any further trial or giving Spencer a hearing, so that he has protested the proceedings and will appeal.

"The other is the Sea Nymph, of Philadelphia, Mc. Kiver, who has alſo been four months at Liſbon, captured by a letter of marque, the Berril, capt. Toob, from ſaid port of Philadelphia, with coffee, ſpices, &c. for St. Andero, pretends it to be French property, as that Mr. Taraſcon, the owner, had not reſided long enough in the United States to be a citizen thereof; nor Mr. Ferulah the ſupercargo, who went from Liſbon to England on account of the long detention there—he has his certificate of citizenſhip along with him, as I am informed. She is libelled for trial.

"I have the honor to be, &c."

Extract of a letter from John Gavino, Conſul of the United States at Gibralter, dated 14th of December, 1800, to the Secretary of State.

"THE trial of the Sea Nymph, Mc. Kiver, came on the 3d inſtant, when ſhip and cargo was liberated by a decree of the Vice Admiralty Court; and as the damages could not then be aſcertained, they are reſerved, but I do not as yet find out if the captors mean to appeal."

"LISBON, *27th of June*, 1800.

"SIR,

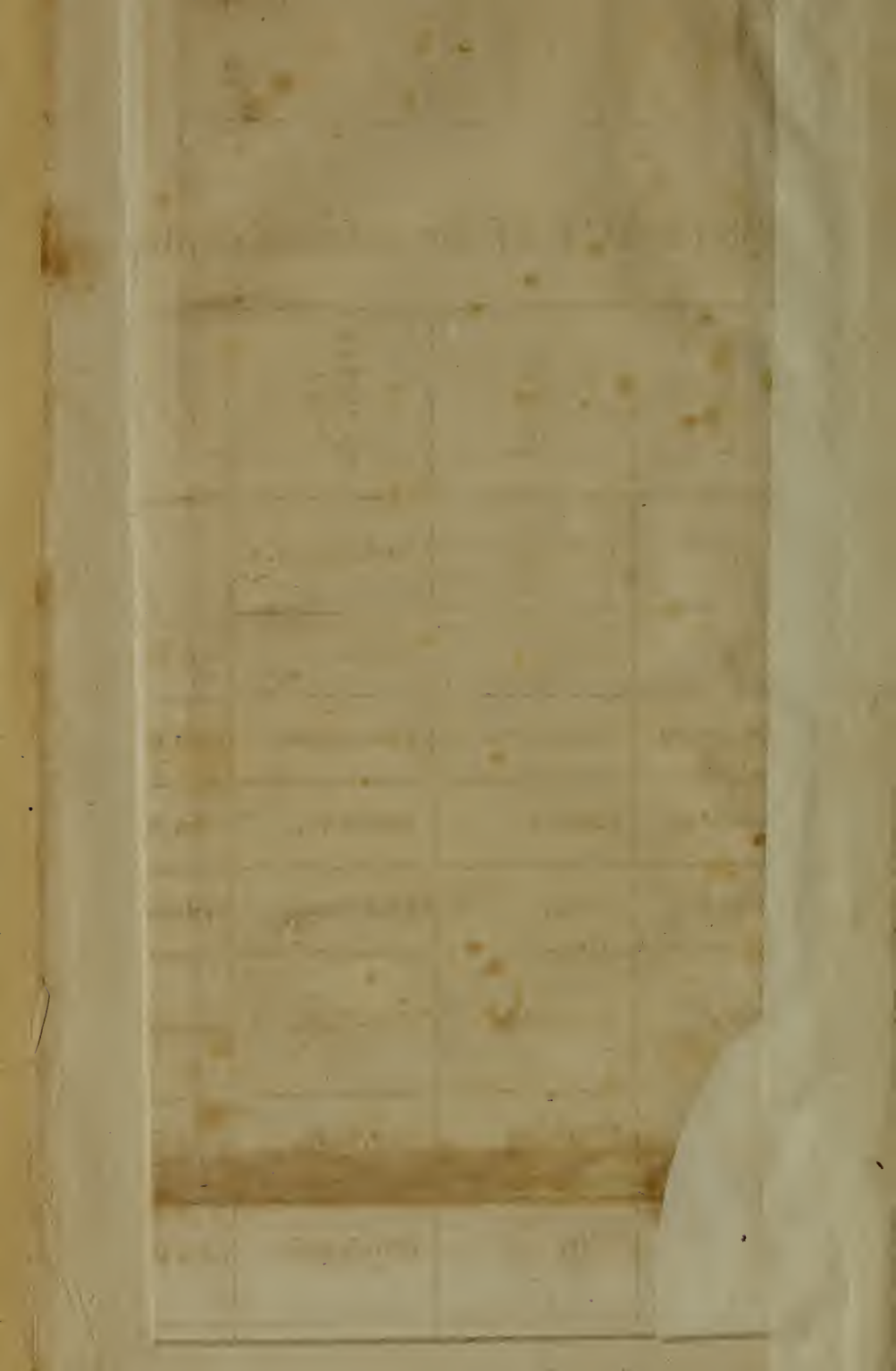
"I AM extremely ſorry to inform you of the capture of the five following veſſels by the Britiſh, arrived in this port.

"The brig Peacock, David Crafts, maſter, loaded with 100 butts of Sherry wine, bound from Cadiz to London, with clearance for Altona—the veſſel and cargo the ſole property of Eben Parſons, of Boſton, captured by the Ruſe privateer of Guernſey, Paul Bienvenu, maſter.

"The brig King Solomon, James Hewett, maſter, laden with butter, cheeſe and iron hoops, bound from Amſterdam to Cadiz. The brig the property of Benjamin Hill, of Newport, Rhode-Iſland; the cargo,

ABSTRACT of the cafes of captu re of AMERICAN VESSELS by Britifh cuizers, of which complaint has been made to the government of the United States, fince the fir of January, 1800.

VESSELS.	NAMES.	OF WHAT PORT.		MASTERS.	OWNERS.	VOYAGE.	BURTHEN.	CARGO.	WHEN TAKEN.	CAPTURING VESSEL.	PORT CARRIED INTO.	SENTENCE.	OBSERVATIONS.
Ship	Gadfden,	Charleſton, S. C.			Frederich Kohne,	From Newport ro Port Paſſage.	*Tons.*	Caroli Tobacco, Rice, Sugar and ees Wax, Spaniſh Tobac-co, Idigo, Cocoa and Hides.	September 9, 1799,	Britiſh ſloop of war, Pheaſant,	Halifax,	Ship and moſt of the cargo condemned.	The reaſon of condemnation is ſaid by the owner to be becauſe part of the cargo having been brought from the Spaniſh colonies, was not landed in America.
Ship	Genet,	Boſton,	Francis	Barrett,	Nathaniel Fellowes,	From Amſterdam to Boſton,	178	Gin an Iron,	May 14, 1799,	Ship of war Director,	Yarmouth, (Eng.)	Ship, cargo and private adventure condemned.	She was coming out of the Texel when blockaded.
Brigantine	Polly,	Philadelphia,	John C	harnock,	John L. Clarke,	From Amſterdam to Philadelphia,		Sundris,	May 14, 1799,	A blockading ſquadron off the Texel.	Yarmouth, (Eng.)	Suppoſed to have been condemned.	She was coming out of the Texel when blockaded.
Schooner	Suſanna,	Baltimore,	John A	. Smith,	Jonathan Harriſon,	From Baltimore to Havanna,			September 29, 1799,	Ship of war Arab,			Sunk by the officers of the Arab chaſing with her.
Schooner	Diana,	Free Town,	Willian	n Cozens,	Charterers, Gibbs & Channing, Newport.	From Newport to Havanna,		Proviſions,	Auguſt 3, 1800,	Cleopatra frigate,	Halifax,		
Cutter	Crocodile,	New-York,	Jacomi	ah Halſtead,	Scott and Seaman,	From Curaco to N. York.			April 5, 1800,	Ship of war Amiable,	Kingſton, (Jam.)		Part of the cargo was Dutch, the remainder American property.—The captors immediately on the capture, made a privateer of the Crocodile, and ſent her on a cruize.
Ship	Charlotte,	New-York,	John C	reenfield,	Henry A. and John G. Coſter.	From New-York to Amſterdam,	260	Sugar, Coffee, &c,	April 1800,	Cleopatra frigate,	Halifax,	Veſſel and cargo condemned.	
Brigantine	Sally,	Philadelphia,	John D	orſon,	Stephen Girard,	From Batavia to Philadelphia,		Sugar and Coffee,	July 20, 1800,	Cleopatra frigate,	Halifax,	Veſſel and cargo condemned.	The condemnation appears to be grounded upon the allegation that the owner is a native of France, carrying on a courſe of trade to a French colony. N. B. Mr. Girard was naturalized a citizen of Pennſylvania in the year 1777, and has ever ſince reſided in the United States.
Brigantine	Ruby,	*Philadelphia,*	H. Co	perthwait,	Chandler Price,	From Philadelphia to New-Orleans,	98	Engliſh and German dry goods, and groceries,	December 1800,	Privateer Brothers,	New-Providence,		
Schooner	George,	Baltimore,	Perry D	uncan,	Wm. Patterſon,	From Baltimore to Curaco,		Gin, Flour, Linens, &c. &c.	October 7, 1800,	By order of commodore Watkins, of Curaco.	In and at Curaco,		Detained under pretext of Ticklenburgs and Oznaburgs being contraband.
	Maria,	Baltimore,	David Gemmill,		James Biays,								In October 1800, put in requiſition at Curaco, and ſent to Jamaica by the Britiſh.
Sloop	Little Charlotte,	Briſtol, R. Iſland,	Walter Connell,		Charles D'Wolfe,	From Briſtol to Leghorn,	63	Sugar,	Auguſt 2, 1800,	Privateer, Earl of Dublin,	Halifax,	Veſſel and cargo condemned.	
Schooner	Aurora,				Owners of the cargo, R. Johnſon and Co. of New-York,						New-Providence,	Cargo condemned.	Becauſe part of it conſiſted of tin plates, as ſtated by the owners.
Ship	Elizabeth,		—— Chandler,		J. Codman, Boſton,								She appears to have been captured from having broken the law prohibiting the intercourſe with France.
Brig	Sea Nymph,	Philadelphia,	—— Mc. Ever,		Louis A. Tarrafcou,	From Philadelphia to St. Andero,		Coffee, ſpecie, &c.		Britiſh letter of Marque,	Carried into Liſbon,	Acquitted after conſiderable detention.	
Brig	Gracy,	Baltimore,			Rogers and Owings,	From Trinidad in Cuba to Baltimore.		Sugar, Honey and Hides,	January 6, 1801,	Frigate Retaliation,	Jamaica,	Veſſel and cargo condemned.	
Schooner	Rover,	Baltimore,	—— Toy,		Rogers and Owings,	From Baltimore to St. Jago, Cuba,		Flour, Wines and dry goods,		A French royaliſt privateer,	Jamaica,	Condemned.	



Hamburgh account, captured by the lugger Flying Fiſh, of Jerſey, John Le Roue, maſter.

" The brig Suſannah, J. V. Spencer, maſter, laden with ſugar, bound from Charleſton, South-Carolina, to Cadiz ; the brig and cargo the ſole property of Blacklock and Bower, and William Milligan, of Charleſton ; captured by the Ruſe privateer of Guernſey, Paul Bienvenu, maſter, and La Bouch privateer of Gibralter, (owned by Jews in Liſbon.)

" The brig Hind, Daniel Ropes, jun. maſter, laden with ſugar, cocoa and fiſh, bound from Salem to Cadiz ; the brig and cargo the ſole property of Joſeph White and William Orne, of Salem ; captured by his Britannic Majeſty's frigate Anſon, P. C. Durham, commander.

" The brig Sea Nymph, James Mc. Kiver, maſter, laden with coffee, pimento, cloves, cotton, dyewood, &c. bound from Philadelphia to St. Sebaſtian ; the brig and cargo the property of Lewis A. Faraſcon, of Philadelphia ; captured by the armed ſhip Barwel, John Toole, maſter.

" The four firſt captures are made under the idea of Cadiz being a blockaded port ; and as the above mentioned privateers have poſitive inſtructions from their owners to capture all veſſels going to, or coming from Cadiz, and are cruiſing off that port, I expect this port will ſoon be filled with neutrals and among them numbers of our merchantmen.—I have written Col. Humphreys to warn our captains at Cadiz, and caution them againſt coming out of that port for the preſent.

" The laſt was captured on ſuſpicion of being French property, as the owner's is a French name, and the ſupercargo on board, Mr. John Auguſtine Victor Barrouill, alſo a French name, but having fully proved to the captors that the property is bona fide American, from the regiſter of the brig and your certificate of citizenſhip to Mr. Farrouill, they now pretend to detain her on the letter of inſtructions from the

owner to the ſupercargo, which the captors refuſe ſhowing me, ſaying they will try her under our own laws.—Theſe veſſels are ſent in here under pretence of benefit of convoy to England and Gibralter, but I underſtand it is the intention of one of the captors to detain the veſſel here and forward the papers on to Gibralter; which of them it is, my next will inform you.

"I have written our conſul in London for every judicial information he can furniſh me with, and whether its the opinion of Sir John Nichols and Sir William Scott, that Cadiz ought to be conſidered as blockaded, the trade having been carried on unmoleſted for upwards of twelve months, and his majeſty's ſhips on that ſtation boarding and ſuffering veſſels continually to enter and come out.

"I have the honor to be, with the greateſt reſpect, Sir, your moſt obedient and moſt humble ſervant,

THOMAS BULKLEY.

To TIMOTHY PICKERING, Eſq.
Secretary of State.

Extract of a letter from Thomas Fitzſimmons, eſq. chairman of the Chamber of Commerce, to the Secretary of the Navy, dated

"PHILADELPHIA, *17th Feb.* 1800.

"By the public prints you will have ſeen that a great number of American veſſels, bound to and from the Spaniſh ports in Cuba and on the Main have been captured by the Britiſh cruiſers. The depredations have ſo multiplied that without a change in their ſyſtem, or ſome protection from our own government, the trade to thoſe places muſt be entirely abandoned though forming a very conſiderable branch of our trade. Premiums of inſurance to the Havanna have within a few days advanced from ten to thirty per cent. and ſuch is the particular ſituation of thoſe countries in relation to the Britiſh poſſeſſion, that not one in ten veſſels can eſcape from New-Providence

alone; there are above forty privateers who ſubſiſt principally by the plunder of the Americans. The practice is, whenever they are met with to ſend them into port; if there is found on board any goods the produce or manufacture of any countries at war with Great-Britain they are condemned, as is bar-iron, nails, tin, paints, linſeed oil, and any ſtrong linens which are contraband; if the property is found to belong to any perſons who are not native Americans, it is either condemned or held under an interlocutory decree, till proofs can be obtained of the citizenſhip of the owner; and in every inſtance the detention and expences are ſo great as to reduce the property for which no pretence for condemnation can be made, ſo much as hardly to leave it worth purſuing; theſe practices are the more mortifying as they either themſelves ſhip the goods of which they plunder the Americans, to the countries to which they do not permit us to carry them, or ſuffer the people of thoſe countries to come to them and purchaſe them.

"The proceedings at Jamaica are even more ruinous than at Providence; when they cannot procure a condemnation there they invariably appeal from the ſentence, and as the American can no otherways obtain ſecurity than by putting their property in poſſeſſion of people there, the whole is ſwallowed up by commiſſion and charges.

"Theſe enormities are become ſo great that the merchants are preparing liſts of the captors, and the circumſtances attending them, to be laid before the government; but as any redreſs through that channel muſt be diſtant, they take the liberty of ſuggeſting the propriety of granting them ſtated convoys for that trade. The paſſage to and from Havanna is ſo ſhort that a few national ſhips might effectually guard it, except the Britiſh ſhould diſregard the protection of our flag, which we do not ſuppoſe will happen; in any event our merchants may be protected from privateers, and it is from thoſe principally that we ſuffer.

"It is wiſhed that a convoy ſhould ſail on the firſt Monday in every month from Hampton Road, to which place all the veſſels from ports to the eaſtward of that place might rendezvous. Veſſels belonging to native citizens or loaded with native commodities need not this protection, but the abatement in the premium in all others, will oblige them to take advantage of it.

"If the firſt was provided to ſail early in March, there would be ſeveral veſſels here ready to avail themſelves of it; and probably others at New-York and Baltimore. As a meaſure of this kind may involve conſequences of national importance, I do not feel myſelf at liberty to urge it further than that you would be pleaſed to lay it before the Preſident. I can add with confidence that without ſome protection of this kind, the merchants of the United States muſt entirely ſuſpend their trade to thoſe countries, or be ruined in attempting to continue it, although it has been among the moſt valuable branches of our commerce."

APR 18 1917